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Submission of materials: ALL materials for the TRANSIT ADVOCATE newsletter go to Mark Strickert, busnrail@yahoo.com, texts to (909) 685-1977, or mail to 550 Martin Ave., Colton CA 92324

Please enclose a self addressed stamped envelope for returns. Submissions are used at the discretion of the editor and may be edited for space constraints, or for grammar, or spelling.

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SO.CA.TA officers, 2014

President:	Nate Zablen
Vice President:	Andy Novak
Secretary:	Perias Pillay
Treasurer:	Dana Gabbard
Newsletter Editor:	Mark Strickert
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Next SO.CA.TA Gathering:

January 23rd: SOCATA member meeting, 1:00 PM at Angelus Plaza, 4th Floor, 255 S. Hill St. in downtown Los Angeles

January/February 2016 — Issue 269



Southern California Transit Advocates
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Los Angeles, CA 90010

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THE TRANSIT ADVOCATE

Newsletter of the Southern California Transit Advocates
January/February 2016
Vol. 24, No. 1



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Pass Transit #240, on
Banning Route 5 at the
Beaumont Walmart trans-
fer center — 11/27/15

Photo by Mark Strickert

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Welcome to the start of another year of THE TRANSIT ADVOCATE newsletter, and the Southern California Transit Advocates (SOCATA). Thank you John Ulloth for your newsletter work during the past year.

I was newsletter editor from 2005 to 2008, and am back for a second term. I bring with me decades of newsletter editing and publishing experience, and decades of public transit use. I have also worked in the transit industry, including nearly 11 years as a bus stop analyst for OCTA, VVTA and others (*and am very much available for either full-time/long-term or part-time/short term analysis of stop accessibility, amenities, signage, or relocation projects*).

To make the newsletter deadlines and arrivals more predictable, our "headway" will be every other month with deadlines on the first Wednesday of every odd month. For the remainder of 2016, the deadlines come out to:

- 🚗 March 2nd
- 🚗 May the 4th Be With You
- 🚗 July 6th
- 🚗 September 7th
- 🚗 November 2nd.

These may be adjusted if/when my personal schedule changes, or in order to better publicize upcoming SOCATA membership meetings. I will keep you updated via e-mail, text, or through the "Report to the Membership" notices.

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Member participation in the newsletter is encouraged, and of course NEEDED. Please pass along transit-related articles you have written, route/service changes you have found or photos you have taken from the Southern California region, and "Member in Action" meetings and special events attend-

ed. To quote SOCATA treasurer Dana Gabbard, "Volunteers are needed for many tasks to maintain our organization. Participation is vitally needed. The lack of response to date to our request for assistance in maintaining the online calendar etc. has been disappointing. Should we have a booth at Fullerton Train Days (or other) concrete alternative suggestions as to what we should do for outreach and to get new members? We need to do something to grow the group. Any suggestions/thoughts?"

I also ask that transit agencies add me to their newsletter, events, public meetings, and rider alerts mailing lists ... thanks!

Contributors to this issue include JK Drummond, Dominick Falzone, Alexander Friedman, Dana Gabbard, Andy Novak, Jane Reifer, and John Ulloth. Due to lack of space, some items have been held over until next issue, sorry!

SOCATA News

Speaking of meetings to announce, the next SOCATA member meeting will take place on Saturday, January 23rd, 1:00 PM at Angelus Plaza, 4th Floor, 255 S. Hill St. in downtown Los Angeles. Our guest speaker will be Gary Hewitt, OCTA Section Manager-Transit & Non-Motorized Planning, make a presentation at the next SOCATA meeting. As of press time, we do not know for sure if we will meet in the regular 4th floor room or in the adjacent auditorium. Check the SOCATA website at <http://socata.net/> or watch your e-mail for updates. By the way, notes on OCTA's 2016 Bus Service Plan proposal appear elsewhere in this issue of the newsletter. The public report can be seen at http://www.octa.net/pdf/OCBus360_Booklet.pdf

The SOCATA board for 2016:
President - Nate Zablen
Vice President - Andy Novak
Secretary - Perias Pillay
Treasurer - Dana Gabbard 🚗

Rail Reshaping the Landscape of Los Angeles Dana Gabbard

Please note: this article originally appeared in the Rail Users' Network newsletter.

This spring the Rail Users Network had its annual conference in Los Angeles with the theme of Los Angeles making the transition from roads to rail. This is not just a theory. In my daily life I am witnessing how the landscape of where I live is being transformed. My current job entails going to a building in downtown L.A. Recently while walking by the construction site adjacent to where I work I was startled to note a sign on the fence announced it was being used to stage construction of the regional connector (and eventually be the site of a station). This is the federally funded project to construct an underground connection through downtown Los Angeles to link the Gold and Blue/Expo light rail lines that currently skirt the edges of downtown from opposite ends. Upon opening, service from Azusa, Long Beach, East Los Angeles and Santa Monica will run through downtown Los Angeles. While riding the Expo line recently I mentioned this will open in a few years (likely 2020) to a fellow passenger and she expressed appreciation at the news, as she currently has to take three trains (Gold, Red and Expo) to travel from Pasadena to USC. Instead in a few years she'll be able to ride into downtown and seamlessly transfer to the line that serves the branch that goes to her destination. Not a one seat ride but far more convenient than what she does now.

Recently I was on the bus on La Brea on the Westside and discovered the southbound

stop at Wilshire was closed. I had forgotten this is because the building on the corner (which formerly housed a Metro Customer Center) was demolished for staging of the construction of the Purple Line heavy rail westward extension. This will also be the site of a station. Like the connector this line is underground (with Phase one due to open in 2023 as far west as La Cienega). This project not too many years ago was thought a pipedream and now it is actually being built!

When coming from work a few weeks ago I ended up taking a bus on Crenshaw in the mid-city area and witnessed several stretches have construction fencing besides the auto lanes as a light rail line (which will have some segments underground and others at grade) that will serve that corridor and LAX commences construction (it is slated to open in 2019).

The Los Angeles City Council in August approved a new Mobility Element for its General Plan that is supportive of a vision of livability that includes a multi-modal network to de-emphasize automobiles and encourage transit, bikes and walking. There were a few bumps along the way to adoption as some stakeholders and elected officials betrayed outmoded car-centric thinking but vision and practicality in the end triumphed.

It is indeed a new L.A. that is emerging and rail is a key element that will only grow in importance in the coming years. 🚗

MEMBERS IN ACTION

Have you recently attended a transportation meeting, public hearing, or special event? Such news goes here ... but only when you send it in:

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serving it "in 2017" (and we witnessed the construction to facilitate this extension during our travels, including at the San Bernardino Depot).



At 5:12 PM we boarded the last bus of the trip, Omnitrans route 290, a New Flyer X-clesior (#1292) with only a few passengers (due to family obligations Griswold couldn't join us). As it was already dark we couldn't see much out the windows so we mostly discussed our impressions of the day. The one surprise during the trip to Montclair was when a Megabus ad was played over the audio system, a recent but now frequent addi-

tion to the sounds on Omnitrans buses. How often does that happen on a public transit bus?

After arriving in Montclair we made our way to Fratello's Pizza & Pasta in Upland which Andy recommended from dining there after work sessions at the Southern Pacific Historical & Technical Society. After a tasty meal we went our separate ways.

As with some previous DAT trips this one proved what all veteran transit users know, that at times there will be service disruptions that call for one to improvise. We still were able to ride the new services we most wanted to try and visit the new San Bernardino Transit Center. And of course it was a chance for friends to spend time together and share insights. Ridership on the new Pass Transit route seemed quite healthy while the Omnitrans one was paltry but then our trip may not have been representative of how it is doing given we were not riding in the peak direction (one imagines the most use in the evening is from Montclair to San Bernardino not vice versa) and on a day that ridership doesn't follow the usual patterns since it is a quasi-holiday for many. All in all it was an interesting day of transit exploration.

So what should we do next year?

Fun fact: three people who participated in the 1995 DAT trip also did so this year: myself, Charles Powell and Charles Hobbs. 🚗



Culver CityBus culvercitybus.com

Line 2 - will no longer serve the Westfield-Culver City Transit Center, instead will use stops at Slauson Ave./Sepulveda Blvd. and at Bristol Parkway/Centinela Ave.

Line 4 - extended into Playa Vista, and added Saturday service

Foothill Transit www.foothilltransit.org
Southbound **Line 274** - on detour in City of Industry until summer 2018. Line 274 will stop at the southwest corner of 7th Ave. & Valley Blvd. instead of at Valley Blvd. and Orange Ave. Northbound 274 trip are not affected.

Commuter Express Line 496 - debuted on January 4th, from the new Azusa Intermodal Transit Center and West Covina City Hall to downtown Los Angeles. Free test rides from Azusa or West Covina will be available until January 29th.

The **Claremont Transit Store** will close on Friday, February 12th, to make way for the Claremont Museum of Art. The nearest Foothill Transit Store is at Pomona Transit Center, and TAP card services can be had at the City of La Verne, 3660 D St.

LADOT www.ladottransit.com

Commuter Express 438 - on January 4th, 2016, began serving new bus stops at Aviation and Utah/135th, for morning pickups and afternoon drop-offs. Also, the 3:45 PM trip will now terminate at the Redondo Beach and Marine Park & Ride, and the 4:30 PM trip will now terminate at Palos Verdes & Via Valencia.

Commuter Express 448 - will add an 5:45 AM trip, beginning at Hawthorne & 242nd St.

Los Angeles **Metro** www.metro.net
Each sector's public hearings for June 2016 proposed service changes are to be announced soon. So far only the "regional" hearing has been scheduled, for Metro headquarters, One Gateway Plaza in Los Angeles

on Saturday, February 6th at 10:00AM. Service change notice is online at https://d1akjheu06qp1r.cloudfront.net/board/Items/2015/12_december/20151202sfvitem6.pdf

The **Gold Line Foothill Extension**, from Sierra Madre Villa east to Azusa Pacific/Citrus College opens March 5th.

The **Little Tokyo/Arts District Station** will be closed until March 24th, due to track relocation and tunneling work for the Regional Connector project. Shuttle buses stop at Patsaouras Plaza (pickups at Bay 7, drop offs at Bay 9) for Union Station users, at Judge John Aiso/1st St. for Little Tokyo/Arts District station users, and at Utah/1st near Pico/Aliso Station.

Metrolink <http://perrisvalleyline.info>
The Perris Valley extension of the 91 Line had its ribbon-cutting on December 11th. The new extension to City of Perris is expected to open sometime in February, once the new Positive Train Control technology has been installed and tested in the locomotives serving the line.

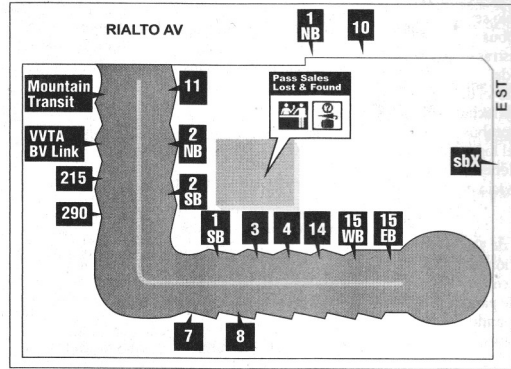
OCTA <http://octa.net>

Proposed 2016 Bus Service Plan

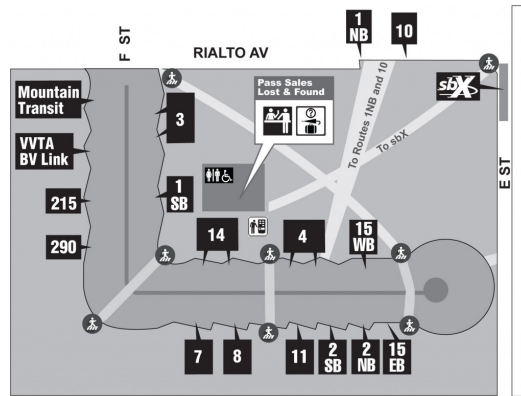
A plan to re-allocate service, removing county-wide coverage to concentrate service in the higher-density urban cores of Orange County. Changes would be in two steps, scheduled for June 2016 and October 2016, but will all be handled by the public hearing on January 25th. See separate article in this issue.

Omnitrans <http://www.omnitrans.org/>
Runtime or schedule changes were made to 16 routes in their 1/4/16 Bus Book. Also, several dock changes have been made at San Bernardino Transit Center (SBTC), to improve connections and/or to place busier routes closer to the SBTC building. Before and after dock maps:

**San Bernardino Transit Center
September 2015**



January 2016



Riverside Transit Agency

<http://www.riversidetransit.com>

Route 20 - the Riverside layover zone has moved, effective Sunday, January 10th. The former layover stop at Magnolia and Jurupa now only serves through routes 1, 13, 14 and 15, and the stop on Magnolia at Elizabeth St. will now be the route 20 layover but will no longer serve routes 1, 13, 14 and 15.

RapidLink — A flyer for the first route of RTA's proposed new limited-stop service can be seen at <http://www.riversidetransit.com/index.php/rapidlink-project>. Service from

Corona Transit Center to UC Riverside, pretty much following current route 1, is to begin in 2017. RTA bus routes along Magnolia and University avenues may be affected by related construction work during the summer and fall of 2016. Effective immediately, **hoverboards** and other self-balancing electronic devices will not be permitted on Riverside Transit Agency (RTA) buses. The new policy follows recent reports of safety hazards linked to the devices. Customers carrying hoverboards or similar devices will not be allowed to board the bus.

High Tech "soofa" Bus Stop Bench in San Pedro - J K Drummond

San Pedro has a soofa high tech bench and electronically enhanced bus stop shelter as part of Mayor Garcetti's great streets initiative. The bench is at the San Pedro DASH and MTA 550 stop at the southeast corner of Gaffey at 7th St.

The bench was designed at MIT and Los Angeles won a competition to be one of the first to get them. Knight Foundation is a funder.

The solar powered 2 seat wood slat bench has no backrest nor shelter. But couldn't the solar panels be on a shelter's roof? It charges cell phones and portable computers. It somehow uploads and downloads data in an incomprehensible manner. It is the third and northernmost bus stop bench at this corner. It is poorly sited so awaiting passengers can not see oncoming buses nor can oncoming bus drivers see them since the bus stop shelter next to it blocks the view.

That bus stop shelter next to it has been enhanced with a USB port and charging station. A real time bus arrival display may or may not be operating now or soon. 🚌

were passing through wide open spaces. In no time we were in Beaumont serving bus stops there including at the Civic Center. Then we continued to the Banning Wal-Mart which is the transfer point for the Pass Transit system and is also served by two RTA routes (#31 and #35).

It was cold, windy and overcast. Most of the group went through the parking lot to Wal-Mart to use the restroom and get a snack. RTA route 35 was supposed to be at the Wal-Mart at 11 AM. After a long wait we saw it going by in the opposite direction toward its layover. Pass Transit was operating on Saturday schedule so we only witnessed a few buses serve the transfer location, which consists of several shelters with benches (and a long walk to the nearest locations with bathrooms).

During this long delay we contemplated Pass Transit. This was announced as a consolidation of the transit systems of Banning and Beaumont but in fact each system continues to be operated separately with their own yards, each city website having the schedules for "their" routes only and the bus vehicles even noting if they are City of Banning or City of Beaumont. One bus driver quipped it was similar to the relationship of Sam's Club and Wal-Mart.

Finally at 11:55 AM the RTA 35 showed up (#8547), only for the driver to announce she would be making a quick trip to the yard to re-fuel before dropping us off at the old Transit Center, adjacent to the now shuttered Banning K-Mart, to await her return in 10-15 minutes. I walked over to the nearby Rite-Aid to use the bathroom and sadly by the time I got back the bus had already returned and left.

In any case our original plan was no longer viable. We had already discussed waiting in Banning until the 120 resumed service and take its 2:55 PM trip to Loma Linda and then

via sbX take the other new express we wanted to ride, Omnitrans route 290. Most of the plan during the mid-day was simply to explore local service while awaiting the start of the 290 evening trips. And the nice thing was this revised plan would allow Yamaname a chance to ride sbX, Omnitrans' new BRT route, which he had not done before.

We went our separate ways for lunch (keeping in contact via text). I waited at the Transit Center and eventually took the RTA route 31 (vehicle #8526) for the short hop to the Wal-Mart. Just as we were about to depart two gentlemen joined us, one of whom didn't know the destination of the bus was Hemet until I told him. After getting off at Wal-Mart I had lunch at Farmer Boys. The rest of the group lunched at Dickey's BBQ then did some relatively quiet Black Friday shopping during their walk back to the bus stop.

At 2:55 PM the Pass Transit route 120 showed up on time, with the same vehicle and driver we had taken on our morning trip. Hobbs elected to get off at the San Bernardino Metrolink station. At this location Erik Griswold and his son peeked in to indicate they might join us later to ride route 290.

At Loma Linda we deboarded and made the short walk to the nearby sbX station where we boarded an artic, #6007. We departed at 4:15 PM with a light load. It was a unique experience to ride a bus that has dedicated lanes and stations in the middle of the street much like the Blue Line has on Washington Blvd. in Los Angeles.

After getting off at the sbX station adjacent to the new San Bernardino Transit Center we began exploring it. The Center features indoor seating, information displays, a customer service counter, wi-fi, and bathrooms. A banner announced Metrolink will start

Twenty years ago SO.CA.TA began its annual Day After Thanksgiving (DAT) study tours. It was Charles Hobbs who suggested it, noting many people get the day off yet many systems on that day run regular service. It is an excellent opportunity to explore services that only operate weekdays. Over the years we have visited such far-flung locations as Santa Barbara, Bakersfield, Big Bear, Palm Springs and San Diego.

For 2015 member Mark Strickert came up with an itinerary with the highlight being explorations of new or recently implemented services and transit centers in San Bernardino and Riverside counties. The initial rendezvous would be at the San Bernardino Metrolink station, to catch Pass Transit route 120.

At 6:30 AM on Friday Nov. 27, 2015 Charles Powell picked me up and we drove to the Montclair Transcenter. There we found Andy Novak who had already arrived. He informed us he was taking Train #300 departing Montclair at 7:40 AM. We told him we planned to catch train #302 departing at 8:40 AM. He elected to take the earlier trip since he was concerned taking the later train was risky to make the connection with the Pass Transit bus given recent delays experienced on the San Bernardino Line. In this age of smartphones and texting Powell and I felt at worse if we missed the first bus we could make use of local alternatives and coordinate the logistics of catching up with the group by mid-morning.

Soon Powell's friend Ernie Yamane, who was joining us for the trip, showed up. Powell, Yamane and I decided to have breakfast first while Andy went off to catch his train after letting us know you must take an underground passage to get to the platform for boarding San Bernardino bound trains at the Montclair Transcenter and that we should allow time for walking down and up the long

ramps. After Andy left we made our way to a nearby Carl's Jr. and made sure to get back to the Transcenter in time to get to the far side platform to catch our train.

At 8:40 AM the train arrived. After an uneventful trip we arrived on schedule at the San Bernardino station at 9:25 AM. Ironically on the train we found in the take one racks copies of a recent letter from Metrolink CEO Arthur Leahy apologizing for recent crowding on the line in the wake of schedule changes and outlining actions taken to alleviate the situation.

At the station we met up with Andy, Mark Strickert and Charles Hobbs, all of whom were joining us. After a short wait the Pass Transit bus (a Starcraft cutaway) #2825 showed up and we boarded along with 5 passengers. Via the 215 and 10 freeways we made our way to the Loma Linda VA, arriving at 10:05 AM and picking up one additional passenger. Then we continued along your basic suburban business corridor before hopping again onto the 10. The main local color I saw along the freeway were grandstands for the playing field of the Terriers, the football team of Redlands High School.

At Calimesa we hopped off the freeway to serve a few stops along a stretch of Calimesa Blvd. This is the only bus service in Calimesa. To get to the nearest Omnitrans route serving Yucaipa one must walk 1/2 mile (mostly along roads without sidewalks) from the nearest route 120 stop, as Mark Strickert could attest to from having done it. At one time Riverside Transit Agency (RTA) had a route (#36) connecting Banning and Yucaipa via Calimesa (which we rode during a DAT some years ago) but it was discontinued in 2009 due to low ridership. The Transit Coalition has advocated about service in this area but its efforts have been ineffectual to date.

We now jumped back on the 10 and soon

This month in Transit Topics we have a few things you might have missed from the world of transit.

TIMEPOINTS: After being on hiatus for several years, the Electric Railway Historical Association of Southern California (ERHA) has announced that their publications TIMEPOINTS will return in 2016. The revised publication will be offered digitally and on a quarterly basis. The new format will include a mix of historic and current information and photographs and electric traction.

For information on how to join ERHA visit: www.erha.org

El Paso: Construction has begun in El Paso, Texas on a new 4.8 mile street car line in downtown. This new line will operate with six vintage Presidents Conference Committee (PCC) cars that operated on the El Paso to Juarez Mexico line from 1950 to 1974. The six 1937 built PCCs will be rebuilt from the ground up by Brookville Equipment Corporation of Pennsylvania. Several of the cars have already left El Paso for Brookville. The first two cars are expected to arrive back in El Paso in late 2017 with the balance arriving in mid to late 2018. Service is expected to begin some time in 2018.



Rapid Transit Press : Our friends at Rapid Transit Press completed several great issues of their famous News and Views in 2015. In the grand tradition of "Interurbans," "Western Railroader" and "Western Transit" some of these issues include stories on the PCCs of Philadelphia and Pittsburgh and a special all transit news issue. For more information contact RTP at: Andrew Novak - Post Office Box 2383 - Downey, CA 90242 or at rtd1121@yahoo.com

Fresno Greyhound Station: On December 17, 2015 Greyhound began stopping at current Amtrak Station in Fresno and abandoned their historic 1950s built downtown terminal. Greyhound no longer needed the large space of the downtown station and moving the stop to the Amtrak Station is designed to improve connections for passengers. The old location on H Street was next to the former Southern Pacific station and once had a cafeteria for passengers.

1060 South Broadway: I will conclude this month with a story about the former Los Angeles Railway Headquarters building at 1060 South Broadway. A British based hotel firm has purchased the building a plans to convert it into a Hoxton hotel. The Hoxton is a trendy hotel with locations in London and Amsterdam and plans to open in Paris and New York in 2016. It is unknown when the Los Angeles location will open. Originally built for Los Angeles Railway the building would later become home to Los Angeles Transit Lines, Los Angeles MTA and then Southern California Rapid Transit District (RTD) before they moved to 425 South Main Street. 🚋



OCTA ridership is at its lowest since 1997, with a 30% drop since 2008. To increase ridership, OCTA is proposing the "2016 Bus Service Plan" which reallocates money from lower-ridership lines to provide more service on higher-ridership lines. The changes, if approved, would roll out in June and October 2016. The central dilemma is that, while ridership will grow as people look forward to more frequent service in the central county, they may not want all of it at the expense of minimal, lifeline service in outlying areas such as Huntington Beach, Yorba Linda, Mission Viejo, Aliso Viejo, and San Clemente. In addition, many of the proposals will eliminate intermodal and regional connectivity.

OCTA states that 92% of bus riders will experience either better or unchanged service from these changes. This breaks down to 75% of riders with no change and 17% gaining an improvement. As coverage is cut, ACCESS paratransit will be cut, too, but OCTA expects this affect only 2% of total ACCESS trips.

If you've followed OCTA restructurings over the years you will recognize that the consultant for this project is Russ Chisholm with Transportation Management & Design, Inc. (TMD) -- the same team that proposed the recent Transit System Study (extremely similar precursor to this plan) and the 2000 Point-to-Point straightlining restructuring that resulted in passenger inconvenience and substantial ridership losses.

Possibilities for ridership loss include the continued effects of the 2009 emergency elimination of 22% of bus service, the recent fare increase, the demographic trend of low income families moving out of Orange County, bike ridership increases, and service quality erosion as First Transit operator contracting has resulted in substantial bus no-shows and customer complaints.

OCTA seems open to changing several of the proposals based on what they hear from the public. For example, some "fixes" for June cutbacks that are scheduled to start in October will now be coordinated to implement the cuts and the "fix" at the same time. Some cuts will likely be postponed until "replacement" service from yet-to-be approved city community circulator routes start. OCTA has also heard strongly from the public about retaining lines 51 and 178. These issues will likely be resolved, so the public can put their focus on other un-addressed issues. Last time, transit advocates were able to save a significant amount of bus service, so it pays to get involved!

Public Hearing - 9:00 AM, Monday, January 25th, 9:00 AM at OCTA HQ, 600 South Main St. Room 154, City of Orange

Public Feedback: <https://www.surveymonkey.com/r/89TJWWS>
Entire proposed plan: http://www.octa.net/pdf/OCBus360_Booklet.pdf#page=5
Entire proposed system map and initial staff report: <http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Agendas/> (Choose "Build" under 12/10/15 Transit Committee and choose Item 9)

Index of Changes

Eliminate completely (a few will have alternative routes, but not the majority): **20, 51, 76, 87, 145, 172, 173, 175, 178, 187, 188, 191, 193, 410, 411, 757, 758**
Eliminate weekend service: **82, 85, 167**
Eliminate segments and/or frequency: **26, 29, 60, 82, 85**
Eliminate segments and/or shortline, but increase frequency on remaining route: **21, 26, 309, 35, 37, 50, 54, 56, 71**
Eliminate segments but add extensions: **167, 211, 701, 721**
Improvements: **29** north of Beach/Malvern, **72, 206, 463, 434, 480**

New routes (may reduce local service): **64x, 529 Bravo!, 560 Bravo!**

GOOD NEWS

29 - Restoration of 20 minute service to Beach Blvd. from Malvern Ave to La Habra Blvd
New 64x (but may reduce local service), 529 and 560 Bravo! routes
Substantially improved frequencies on many lines

CONCERNS "OVERHEARD"

20 - Support, with extension of Route 71 and Norwalk Route 4 to Brea Mall
26 - Retain service to Yorba Linda
29 - Retain service to Buena Park Metrolink
30 - Retain service to Los Cerritos Center for regional connectivity. The stated alternative of Metro Line 128 only operates hourly, and does not go to Los Cerritos Center
35 - Retain service to Fullerton Park & Ride
37 - Reason for new north end loop? (Euclid -Whittier-Harbor-Lambert)
51 - Serves many schools. Concentrates service in high-ridership area

54 - Retain service to Orange Metrolink, or place new stops near the Metrolink station - essential to retain connections to OCTA 59 and to Metrolink
56 - Retain service to Orange Metrolink - same issues as 54, and how would bus turn-around loop work at La Veta/Parker?
71 - Support, with extension of Route 47 to Balboa Peninsula
76 - Retain service and extend to Main & PCH
82 - Combine with Route 177
87 and 187 - these are bridge routes that connect line 85 to line 89
145 - serves many schools
167 - Retain service to Irvine Valley College
178 - Retain and extend to PCH via Main St.
191 - only route that serves RIO Adult Health Rehabilitation Program in San Clemente

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PED FRIENDLY CHICAGO Alexander Friedman

"I just visited Chicago over Thanksgiving. And once again, I noticed how great downtown Chicago is! Clean streets, the beautiful Millennium park, pedestrian-friendly environment, wide sidewalks, plenty of bike parking and bike-sharing stations, and other amenities for pedestrians, cyclists, and transit riders - all of this makes Chicago a truly inviting, family-friendly city!"

